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FIGURE 1-A
STREET 1 CELLS

Cells Trip	1	2	3	4	5	6	7	8	9	10
1	A	B	C	D	F	Y	G	H	I	J
2	Y	A	Q	C	D	T	G	I	J	C
3	S	T	Q	B	C	D	G	H	J	S
4	A	Q	W	D	Z	X	S	H	I	T

FIGURE 1-B
STREET 2 CELLS

Cells Trip	1	2	3	4	5	6	7	8	9	10
1	M	Q	W	R	L	N	G	H	I	T
2	T	A	W	R	L	K	G	H	J	T
3	Q	W	R	L	C	S	H	I	J	V
4	Q	W	C	L	S	H	I	T	P	Z

FIGURE 1-C
CHAIN CLUSTERS (3 OUT OF 4 MATCHES)

NO.	STREET	HEADER	MATCHING DRIVES
1	1	S1/T2 (2-5)	S1/T1 (1-4), S1/T3 (3-6), S1/T4 (1-4)
2	1-2	S1/T1 (7-10)	S1/T2 (7-10), S1/T3 (7-10), S2/T1 (7-10), S2/T2 (7-10), S2/T3 (7-10)
3	2	S2/T1 (2-5)	S2/T2 (2-5), S2/T3 (1-4), S2/T4 (1-4)

FIGURE 1-D
UNIQUE CLUSTERS (3 OUT OF 4 MATCHES)

NO.	HEADER	MATCHING DRIVES
1	S1/T2 (2-5)	S1/T1 (1-4), S1/T3 (3-6), S1/T4 (1-4)
2	S2/T1 (2-5)	S2/T2 (2-5), S2/T3 (1-4), S2/T4 (1-4)

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FIGURE 2-A
ACCURATE HANDOVER

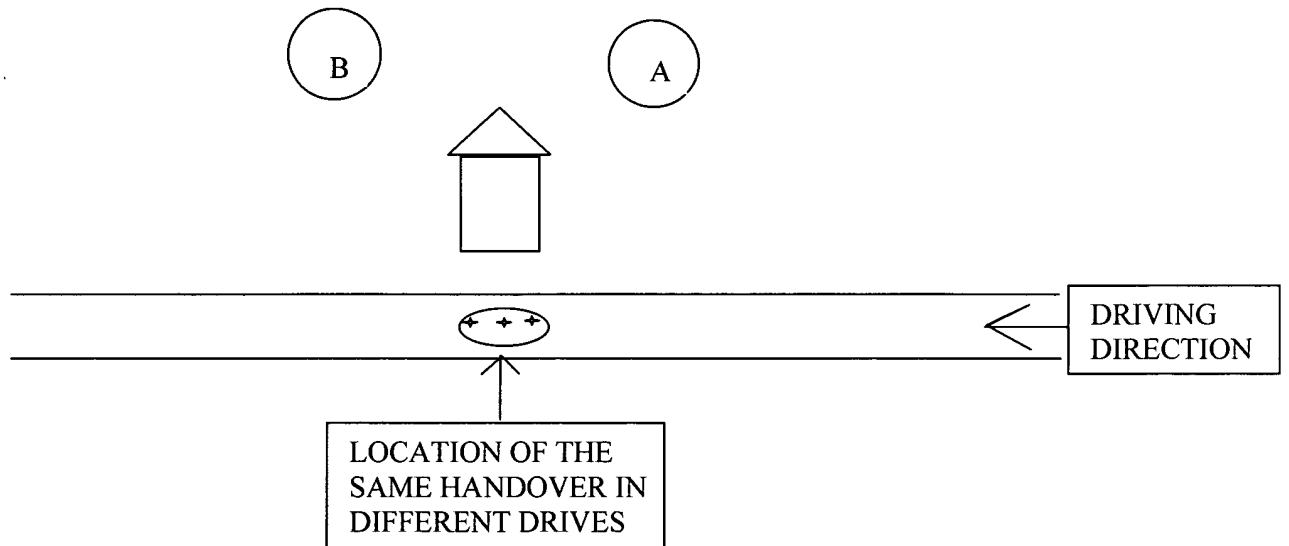
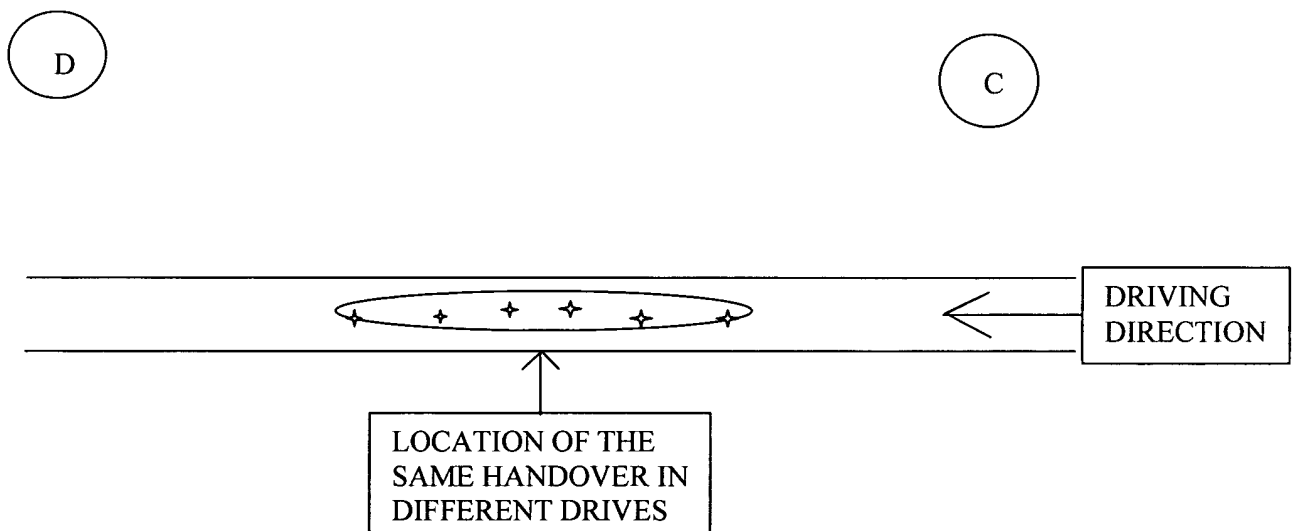


FIGURE 2-B
INACURATE HANDOVER



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FIGURE 3-A
STREET 1 CELLS

Cells Trip	1	2	3	4	5	6	7	8	9	10
1	A	B	C	D	F	Y	G	H	I	J
2	Y	W	Q	C	D	T	G	I	J	C
3	S	T	Q	B	C	D	G	H	J	S
4	A	Q	W	D	Z	X	S	H	I	T

FIGURE 3-B
CHAIN CLUSTERS (3 OUT OF 5 MATCHES)

NO.	HEADER	MATCHING DRIVES
1	T3 (3-7)	T1 (1-5), T2 (2-6)
2	T1 (6-10)	T2(6-10), T3(6-10)

FIGURE 3-C
OPERATIONAL DRIVE DATA

NO.	1	2	3	4	5	6	7	8	9	10
CELL	S	T	W	R	C	D	G	L	J	S
TIME	8:00:25	8:01:11	8:01:43	8:02:17	8:03:31	8:04:04	8:04:57	8:05:31	8:05:57	8:07:01

FIGURE 3-D
INITIAL CHAIN MATCHING (3 OUT OF 4)

TRIP 3 (4-7) – [B, C, D, G]

FIGURE 3-E
ADDITIONAL MATCHES (2 OUT OF 3)

TRIP 3 (1-3) [S, T, Q], TRIP 3 (8-10) [H, J, S]

FIGURE 3-F
HANDOVER DATA FORWARDED TO SPEED DETERMINATION

NO.	FIRST CELL	SECOND CELL	TIME
1	S	T	8:01:11
2	C	D	8:04:04
3	D	G	8:04:57
4	J	S	8:07:01

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FIGURE 4-A
STREET 2 CELLS

Cells Trip	1	2	3	4	5	6	7	8	9	10
1	M	Q	W	R	L	N	G	H	I	T
2	T	A	W	R	L	K	G	H	J	T
3	Q	W	R	L	C	S	H	I	J	V
4	Q	W	C	L	S	H	I	T	P	Z

FIGURE 4-B
LAST CELLS RECEIVED FROM OPERATIONAL DRIVE

NO.	1	2	3	4	5	6	7
CELL	T	Q	S	R	L	NO DATA	NO DADA
TIME	7:10:15	7:11:22	7:13:47	7:14:17	7:16:18	7:17:18	7:18:18

FIGURE 4-C
NEXT POSSIBLE CELLS DISTANCE

NO.	FIRST CELL	SECOND CELL	DISTANCE (METERS)
1	L	N	100
2	L	K	200
3	L	C	150

FIGURE. 4-D
MAXIMAL SPEED ACROSS ROUTE SECTION

TIME	ROUTE	MAXIMAL SPEED
7:17:18	STREET1	12 KM/H
7:18:18	STREET1	6KM/H

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FIGURE 5-A
HANDOVER RATE IN REGULAR OFF PEAK HOURS

ADJACANT HANDOVRS	A-B	B-C	C-D
TIME DIFFERENCE (SEC)	90	150	120

FIGURE 5-B
HANDOVER RATE DURING AN INCIDENT

ADJACANT HANDOVRS TIME DIFFERENCE (SEC)	A-B	B-C	C-D
T1	88	148	121
T2	91	249	122
T3	157	353	119
T4	274	444	122
T5	357	595	120
:	:	:	:
:	:	:	:
T6	393	492	197
T7	316	256	229
T8	228	175	179
T9	147	149	139
T10	94	152	122

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FIGURE 6-A
SPEED DETERMINATION - LOCATION ACCURACY & SECTION COVERAGE



CALL NUMBER	ROUTE SUB SECTION	SUB SECTION LENGTH	SUB SECTION EDGES LOCATION ACCURACY
1	AC	390	80
2	BE	590	60
3	DF	400	40
4	AF	1000	100

FIGURE 6-B
SPEED DETERMINATION - REPORTS TIMING

TIME	SPEED
8:40	64
8:45	60
8:50	71
8:55	70
9:00	75

PERIOD	SPEED
8:40-8:50	65
8:45-8:55	67
8:50-9:00	72
8:40-9:00	68